AMENDMENTS TO THE SPECIFICATION:

Please replace the following numbered paragraphs with the following rewritten paragraphs:

[32] The axle beam attachment system 30 attaches the leaf spring 22 to the axle beam 14 through U-bolts 32 which sandwich the leaf spring between an upper clamp plate 34 and a lower clamp plate 36. The U-bolts 32 pass over the clamp plates 34, 36 around the axle beam 14 and are retained below the axle beam 14 with a fastener plate 37 and fasteners 38. The fastener plate ~~36~~ 37 preferably straddles the open end of the U-bolts 32 to retain the axle beam 14. The axle beam attachment system 30 location in combination with the leaf spring shape defines the characteristics of the suspension system.

[39] Preferably, the upper clamp plate 34 and the lower clamp plate 36 include matching apertures 54 for receipt of fasteners ~~56~~ 57 such as bolts. The upper clamp plate 34 and the lower clamp plate 36 sandwich the leaf spring 22 within the interior cavity 50, 51. Once bolted together, the upper clamp plate 34 and the lower clamp plate 36 are interlocked onto the leaf spring 22 at the longitudinal position defined by the interior cavity 50, 51. That is, a leaf spring receipt cavity 52 (Figure 5) defined by a combination of interior cavities 50, 51 is unique to the leaf spring segment at the desired the axle beam attachment system 30 position to provide an interlocking interface therebetween.

[44] The bumper 66 is located adjacent a rear wall 63 of the bracket 62 opposite the retaining pin 64. The bumper includes an arcuate face 72 to engage the arcuate segment 58 and a serpentine face 74 opposite the arcuate face 72. The serpentine face 74 engages a ~~corresponding bracket serpentine 76~~ complementary fixed serpentine surface 77 of the bracket 62 such that flexing of the leaf spring 22 will not displace the bumper 66. It should be understood that various bumper shapes will benefit from the present invention.